



Memorandum

Date: October 18, 2001

To: I-405 Executive Committee

From: Project Management Team

Re: Preliminary Comparison of Sensible Solution Proposal with Draft EIS Alternatives

At the September 25, 2001 meeting of the Executive Committee, members expressed an interest in a comparison of the concepts in Sensible Solutions Group proposal (submitted to the Executive Committee on September 21, 2001) with the Alternatives evaluated in the DEIS for the I-405 Corridor. The table attached to this memo provides an element-by-element comparison with each alternative evaluated in the DEIS.

Overall, this proposal appears to be midway between Alternatives 1 and 2, but with commuter rail substituting for the extensive fixed-guideway HCT as defined in those Alternatives. In essence, all of Sensible Solution's elements are included in one or more of our Alternatives except for the following:

- Transit (DMU) on BNSF – commuter rail is addressed in the DEIS under Alternative 1, but it was not extensively studied on its own. The Sensible Solutions commuter rail does not include specific costs for stations, crossing improvements, nor parking facilities near stations.
- Local street crossings of I-405
- Local street connections

Sensible Solutions' transit service costs are similar to those in Alternative 3. They have also included several of the arterial projects in Alternatives 3 and 4. The freeway improvements are basically Alternative 1 to the north of I-90, and Alternative 2 to the south of I-90. The Sensible Solutions recommendations provide more transit than Alternative 3 due to the commuter rail option.

The estimated cost for the proposal from Sensible Solutions is \$3.1 Billion. The major cost reduction from Alternatives 1 or 2 is the removal of the HCT component and limited freeway improvements. The Project Team has requested further rationale from Sensible Solutions regarding certain cost items, such as the commuter rail element and the significant reduction in HOV freeway-to-freeway ramps. Other cost elements seem to be consistent with our estimates.

CC: I-405 Steering and Citizens Committees